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SIXPENCE.

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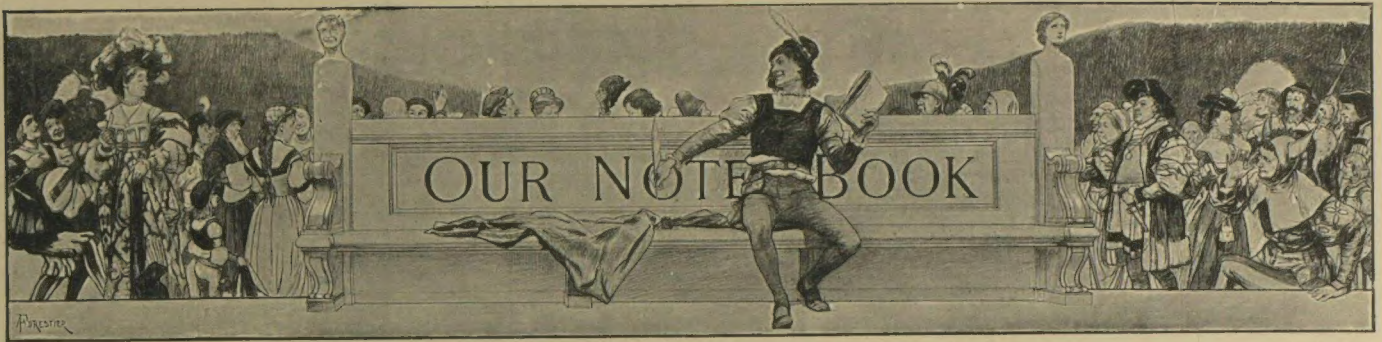


THE FATAL LLANELLY RIOTS: THE BLOWING-UP OF THE RAILWAY TRUCKS OF EXPLOSIVES. WHICH RESULTED IN THE DEATH OF FIVE PEOPLE AND INJURIES TO OTHERS.

Most serious rioting took place at Llanelly on Saturday last. In the afternoon the soldiers were compelled to fire on the crowd, with the result that two people were killed and several others wounded. Later in the day affairs took an even more tragic turn. After dark the mob which had reassembled became exceedingly dangerous, looting, wrecking, inflaming themselves with stolen whisky and beer, and eventually firing the goods-shed and a number of railway-trucks. Then, at about eleven

o'clock at night, came a terrific explosion on the sidings, where there were trucks laden with cylinders of gunpowder and other detonators for collieries. A quarter of an hour afterwards there was a second explosion, which was more violent than the first. An unknown man was burned beyond recognition, the remains of another person were unidentifiable, and two men and a woman died in hospital shortly after they had been conveyed there. A number of other people were injured more or less seriously

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I., FROM DETAILS SUPPLIED BY A NUMBER OF EYE-WITNESSES.



By G. K. CHESTERTON.

IN a nation deprived of its religion a national strike is perhaps the nearest substitute for a national fast. It is a strong and even painful way of realising our dependence upon ordinary and unnoticed things. It is characteristic enough of our age that the thing comes upon us violently and from without, and not voluntarily and from within. But if we are less pious than pagans, if we never remind ourselves formally of our dependence upon any gods, at least we are sometimes reminded of our dependence upon men.

Vox populi vox Dei is not a maxim we are in any danger of overdoing; for the modern world has profoundly lost faith in both the two entities. But there is one sense in which the voice of the people is really like the voice of God; and that is that most of us take precious little notice of it. There is, I know, a theory now being preached in some of the Conservative papers to the effect that the Mob is surging around all our gates and trampling upon all our privileges. Just at this moment certain Conservative papers seem to be written by butlers and ladies' maids; I cannot believe that any lady or gentleman was ever quite so conservative as all that. Since the Tory leader spiked the guns of Tariff Reform, all the serious and responsible Tory social reformers seem to have been silenced. Some of them once would have seized on the opportunity of the strikes for formulating some constructive social policy along Protectionist lines; but as it is, they can only talk a sort of nonsense about subservience to the rabble which reads like the impressions of a small Primrose League meeting as left on the mind of a cook. These rhetoricians do indeed assert that the voice of the people receives far too much attention; but anyone who really notices what happens day by day, anyone who will note facts rather than names, will perceive more and more that even where agitation is successful, it is seldom the actual people that agitate. Small groups do get great concessions; but it is only for brief periods that they can pretend to represent the whole mass. Thus, before a war the stockbrokers are the nation; during an education debate the Nonconformist ministers are the nation; during a Budget debate a handful of landlords is the nation; and this sort of nation is certainly in a towering rage and sometimes really gets what it wants. But the real nation, the nation that drives the stockbroker's cab and the Nonconformist minister's omnibus, is really very little present in the minds of most educated people. Therefore there is value in such a thing as the railway strike. There are some who can never realise that a workman is there until they find he is not there.

I met more than one worthy person on Friday and Saturday who went on as if Mr. Thomas, M.P., had come along with an axe and chopped all their legs off. Such people were literally cut off. They could not conceive a world without railway trains; and they were not in the least soothed when I told them that such a world had existed and flourished until a very short time ago. I pointed out in vain that there had been a railway strike since the beginning of the world until that blackleg George Stephenson

betrayed the cause of labour. The Gospel and the Elgin Marbles, Euclid and the Iliad, the Towers of Notre Dame and the Tragedy of Hamlet Prince of Denmark, the Differential Calculus and the French Revolution had all managed to happen during a period as totally devoid of trucks and boilers as Friday and Saturday: we did all these things through all those weary ages uninspired by the engine-whistle, unsoothed by the courteous, if monotonous, expression, "By your leave."

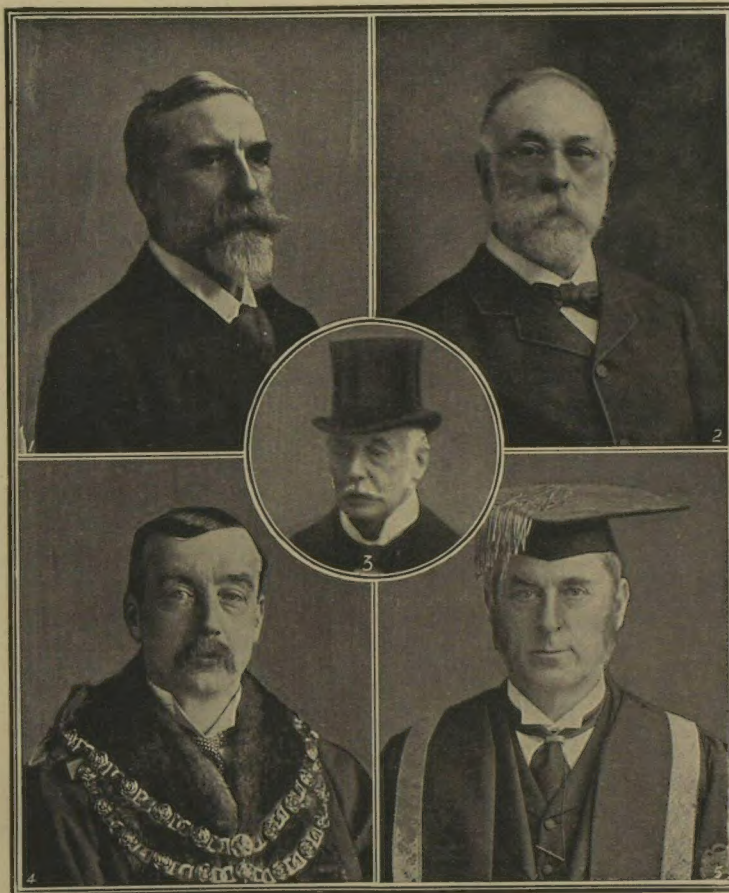
These things, I assured my friends, are not essential to the Life of Man. But my pleading was in

you have seen a porter, you have been profoundly moved. When the porter asked to pass up the platform 'by your leave,' you vividly and intensely remembered that you were only passing up the railway-lines by his leave. When the guard unfurled his flag, it was to your passionate patriotism as if the English soldier had unfurled *his* flag; for (to a person of your poignant imagination and perception) both are alike forms of national defence, and discipline in the face of life and death. Whenever the train began to move, you thought instantly and with a leaping heart of those millions of laborious and courageous men but for whose daily and nightly efforts you would have been sticking in the mud like an ugly old hulk, as you are just now. You kept a continual consciousness of those men. It was your habit to inquire constantly into the conditions of their labour, into the munificence of their remuneration; into all sorts of little details which would have escaped anyone less enthusiastic than yourself, such as whether they had enough to eat or how many of them went mad or died in the workhouse. With such things was your mind occupied during every railway journey; until this calamitous strike deprived you for two days of the opportunity of thanking and protecting these public benefactors."

Yet even the answers that I received to this hearty tribute were not wholly satisfactory. These enthusiasts for machinery were not so enthusiastic as I had expected. Bit by bit, in fragmentary and doubtful phrases, they conveyed to me an impression which I found perfectly appalling. The fact is that (from the way they talked) I really gathered the impression that from year's end to year's end they had never dreamed of giving a thought to the workers on the railways. My idea that they were full of fiery gratitude to such workers seemed to come quite as a surprise to them. And if I tried to find out how it was that the question had at last come up, there seemed to be only one reply from all quarters. They had never thought of the railway workers before the strike. They would never have thought of the railway workers without the strike.

This is the stringent and wholesome moral of the whole business. It is more important even than any of the practical pieces of justice that must come out of this inquiry, if it has really the courage to inquire. More important even than the reforms which should be, and which may be, is the reminder of what permanently is. The one unanswerable fact is that for those that influence the State

such people as porters are literally and physically invisible until they begin to be rude. The workman is not noticed until he leaves off working. We sit on the chair-makers as we sit on the chairs; we play on the piano-makers as we play on the piano; we walk about on the gardeners as we walk about on the garden. The only way these people can begin to exist is to show that they can cease to exist. This is what makes a national strike like a national fast. It is an exercise in the art of realisation by absence. Just so a strict Catholic is only conscious of meat on Friday, or a strict Jew only remembers that bread is leavened on the day of unleavened bread.



1. SIR DAVID HARREL, P.C. (CHAIRMAN), A MEMBER OF THE BOARD OF TRADE COURT OF ARBITRATION, FORMERLY PERMANENT UNDER-SECRETARY FOR IRELAND.

3. SIR T. RATCLIFFE ELLIS, SECRETARY OF THE FEDERATED COALOWNERS' ASSOCIATION.

4. MR. ARTHUR HENDERSON, M.P. (LABOUR) FOR THE BARNARD CASTLE DIVISION OF DURHAM, AND FORMER CHAIRMAN OF THE LABOUR PARTY IN THE HOUSE OF COMMONS.

2. MR. JOHN BURNETT, FORMERLY CHIEF LABOUR CORRESPONDENT TO THE BOARD OF TRADE.

5. MR. C. GABRIEL BEALE, OF MESSRS. BEALE AND CO., SOLICITORS TO THE MIDLAND RAILWAY COMPANY.

APPOINTED TO INVESTIGATE THE RAILWAY MEN'S GRIEVANCES, IN ACCORDANCE WITH THE TERMS OF THE STRIKE SETTLEMENT: THE FIVE COMMISSIONERS.

Photographs by Elliott and Fry, Ward, Whitlock, and Illustrations Bureau.

vain; I will not say that it was without effect, but rather that its effect was of a negative and even contrary sort. Finding them thus fixed in the idea that the Inner Circle, like the Solar System, went round by laws eternal and essential to the universe, I tried another tack. I said, "If, then, you feel railways to be thus valuable and vital, if you feel that without a return-ticket a man is hardly human, doubtless you are perpetually admiring, praising, and rewarding those who maintain for you this everlasting feast. If you think your daily ticket is like your daily bread, doubtless you put it, like your daily bread, into your prayers and your political ideals. Whenever

A BAYONET CHARGE BY NIGHT AT LLANELLY: FIRM MEASURES AGAINST A DANGEROUS MOB.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.
FROM MATERIAL SUPPLIED BY A NUMBER OF EYE-WITNESSES.



CHARGING OVER A WALL WITH BAYONETS FIXED

A number of bayonet charges were made against the rioters on the Saturday night and early on the Sunday morning, and several members of the crowd were injured. Defending the Government's action in using the military to quell disturbance and cow demonstrators during the railway strike, Mr. Winston Churchill said in the House on Tuesday: "It is quite idle for anyone to pretend that the strike was conducted peacefully and without violence. Even in the forty-eight hours which it lasted serious riots occurred in four or five places, and minor riots occurred in twenty or more places. There were six or more attacks on railway stations, and a very great many on signal boxes all along the line. . . . There were nine attempts to damage the permanent way or to wreck trains or tamper with

TROOPS SEEKING TO SCATTER THE CROWD OF RIOTERS.

the points. There were innumerable attempts to stop trains. . . . There were many cases of telegraph and signal wires being cut, and in several places, gross instances of incendiarism, and in one or two cases in South Wales wholesale looting. . . . To prevent this it was necessary to use the military forces of the Crown with the utmost promptitude. . . . The Llanelli rioters, left to themselves, without any intrusion of police and no advent of the military, for some hours in a few streets of the town during the evening wrought, in their drunken frenzy, more havoc to life and limb, shed more blood, and produced more serious injury amongst themselves than all the 50,000 soldiers who have been employed on strike-duty all over the country." The Home Secretary exonerated the railway men themselves from blame.



Photo. Topham.
THE LATE MR. T. J. RIDGE.
The Army Airman Killed by a Fall
on Cove Common.

Photo. Elliott and Fry.
LIEUT. HUGH E. WATKINS.
Who is to Pilot an Aeroplane in the Ant-
arctic with Dr. Mawson's Expedition.

PORTRAITS AND PERSONAL NOTES.

Photo. Crown and Rodgers.
THE LATE LORD JAMES OF HEREFORD,
The Veteran Jurist and Liberal Statesman.

LORD JAMES OF HEREFORD, who died suddenly last week in his eighty-third year, was the son of a surgeon at Hereford, and was born in 1828. He was called to the Bar in 1852, and took silk in 1869. It was, however, after he entered Parliament, as a Liberal, in 1869 that he first made his mark. He was Member for Taunton from 1869 to 1885, and for Bury from 1885 to 1895. In 1871 he won notoriety by his opposition to the Women's Disabilities Bill—to the end of his life he was a strong opponent of women's suffrage: he also remained unmarried. His first great speech, however, was delivered during the debates on the Galway election petition in 1872, and it placed him in the front rank of Parliamentary speakers. In 1873 he became Solicitor-General, and later in the same year Attorney-General, an office which he held again from 1880 to 1885. The crisis of his political career came in 1886, when, from conscientious convictions, he declined the chief prize of his profession, the Lord Chancellorship, because he disagreed with Mr. Gladstone's policy of Home Rule. In the Parnell Commission he was one of the counsel for the Times, and his speech, which occupied twelve days, was a remarkable effort of forensic oratory. He was raised to the Peerage in 1895, and from that year to 1900 he held the position of Chancellor of the Duchy of Lancaster in the Unionist Government. The late Lord James was a keen sportsman and a charming host, the late King being a frequent guest at his famous "shoots."



Photo. Brenning.
THE LATE CAPTAIN H. D. TERRY.
H.M. Inspector of Constabulary for England
and Wales.

had unfortunately disregarded the warnings of friends who had advised him not to attempt a turn in the air on a machine of which he had no previous experience.

Captain Herbert Durell Terry, whose death has just occurred, had been Inspector of Con-

however, an R.E.P. monoplane, of the type designed by M. Robert Esnault-Pelterie, and manufactured in England by Messrs. Vickers. Our readers will remember that we gave an illustration of it in our issue of July 29. It has been specially adapted for "Polar" work, will carry a passenger, and will be used mainly for survey work and the journey to the magnetic Pole.

Dr. Guinness Rogers, the famous Nonconformist, who died at Clapham last Sunday at the age of eighty-nine, had been minister of the Grafton Square Congregational Church in that suburb for thirty-five years, from 1865 to 1900, when he retired from active pastoral work. Before that, he was for fourteen years (1851 to 1865) minister of a church at Ashton-under-Lyne. He was born in 1822 at Enniskillen, his father, the son of a Cornish farmer, being a Congregational minister in Ireland, and his mother a member of the well-known Guinness family. It was one of them, Mr. Arthur Guinness, the brewer, who enabled him to go to Trinity College, Dublin, after which he proceeded to the Lancashire Independent College at Manchester. His first ministry, which he undertook at the age of twenty-three, was at St. James's Congregational Church at Newcastle-on-Tyne, and lasted from 1846 to 1851. Ever since he came to London Dr. Guinness Rogers was one of the recognised leaders of progressive Nonconformity, and took a prominent part in great educational and philanthropic movements. In 1874 he became Chairman of the Congregational Union of England and Wales. His close friendship with Mr. Gladstone began in the 'sixties, and it was in his house at Clapham that Mr. Gladstone made the opening speech of his election campaign of 1892. He published a number of theological works, and the degree of D.D. was conferred on him by the University of Edinburgh.

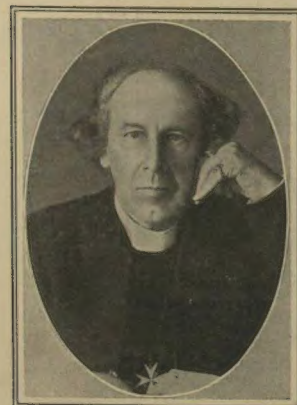
Photo. Mills.
THE LATE DR. GUINNESS ROGERS,
The Well-known Congregational Minister.



Photo. Lafayette.
SIR JAMES GUTHRIE.
The first British Artist to be Elected an
Honorary Member of the Royal Academy.

It is usually on foreigners that the distinction of honorary membership of the Royal Academy is bestowed—in fact, Sir James Guthrie is the first British artist to receive the honour. He is President of the Royal Scottish Academy and a member of the Board of Trustees for the National Galleries of Scotland. Sir James, who was born in 1859, was educated at the High School and, later, at the University of Glasgow.

The late Bishop of Salisbury was the eldest son of the late Bishop Christopher Wordsworth of Lincoln, and a great-nephew of the poet Wordsworth. He was born at Harrow in 1843, and was educated at Ipswich, Winchester, and New College, Oxford. In 1866 he became an assistant-master at Wellington under Dr. Benson, but the following year returned to Oxford as Fellow (afterwards Chaplain) of Brasenose. In 1871 he became a Prebendary of Lincoln, and in 1883 he was appointed Oriel Professor of Scripture at Oxford and a Canon of Rochester. He became Bishop of Salisbury in 1885. He was one of the most learned prelates on the Bench, and had a European reputation as an authority on the Vulgate.



Royal Central Photo. Co.
THE LATE BISHOP OF SALISBURY.
Who was the Leading English Authority on the
Vulgate.

While making an experimental flight with a new military aeroplane over Cove Common last week, Mr. Theodore Ridge, assistant superintendent of the Army aircraft factory at Farnborough, had a disastrous fall,



Photo. Stanley.
PRINCESS JULIANA OF THE NETHERLANDS,
To whom M. Fallières Presented a fine Toy Swan on his recent Visit
to Holland.

stabulary for England and Wales for the last eleven years. He was born in 1847, and in 1865, after being educated at Winchester, entered the 3rd Royal Regiment of the Surrey Militia as an Ensign. Later he joined the East Norfolk Regiment. In 1882 he became Superintendent of the Herts Constabulary, and from 1886 to 1900 was Chief Constable of Northumberland.

Princess Juliana of Holland has made friends with the President of the French Republic, for M. Fallières, on his recent visit to the Netherlands, presented her with a splendid life-size toy swan, on which her best doll, nearly as big as herself, can ride with dignity. The little Princess, who is the hope of Holland, is now just over two years and three months old, having been born on April 30, 1909.

Dr. Douglas Mawson's Antarctic Expedition includes an airman, Lieutenant Hugh E. Watkins, of the Essex Regiment, who is to pilot an aeroplane in the Polar Regions. Lieutenant Watkins, who holds the Royal Aero Club certificate, learned to fly at Brooklands, on a biplane. The machine he is taking to the South Pole is,

This year will be a memorable one for Sir Abe Bailey, the well-known South African mine-owner and millionaire, for in it he has received his title and has found a bride, the Hon. Mary Westenra, only daughter of Lord and Lady Rossmore, of Monaghan. Sir Abe Bailey is a widower, his first wife having died in 1902. He himself was born in Cape Colony in 1865, and he made and lost a fortune before he was twenty-one. He was an intimate friend of Cecil Rhodes, and he has taken a prominent part in South African politics and sport, as well as in the Boer War.

By the death of the Bishop of Salisbury a vacancy occurred on the Episcopal Bench in the House of Lords, and this has been filled by the Bishop of Llandaff. Dr. Hughes is the son of a former Bishop of St. Asaph, and is a patriotic supporter of all things Welsh, including the teaching of the native language in schools of the Principality. He is also an ardent temperance reformer.

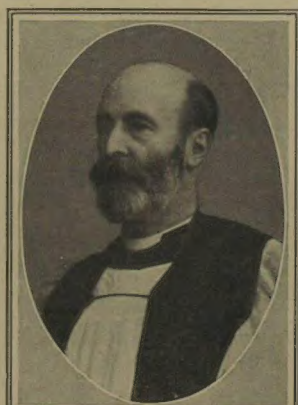
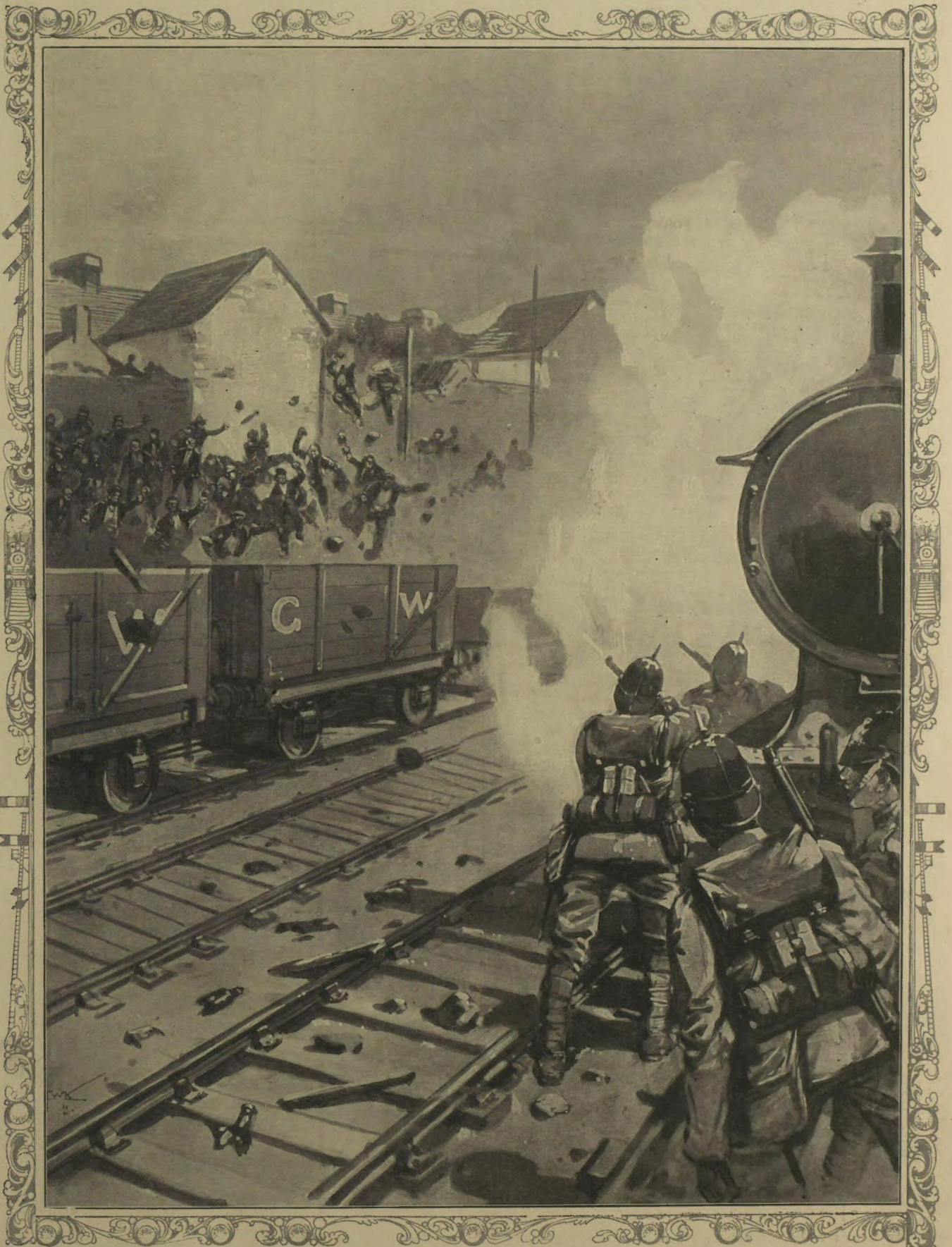


Photo. Elliott and Fry.
THE BISHOP OF LLANDAFF,
Who Succeeds to the late Bishop of Salisbury's
Seat in the House of Lords.

BALL-CARTRIDGES AT LLANELLY: THE TRAGEDY OF THE AFTERNOON.

DRAWN BY H. W. KOEKKOEK FROM MATERIALS SUPPLIED BY A NUMBER OF EYE-WITNESSES.



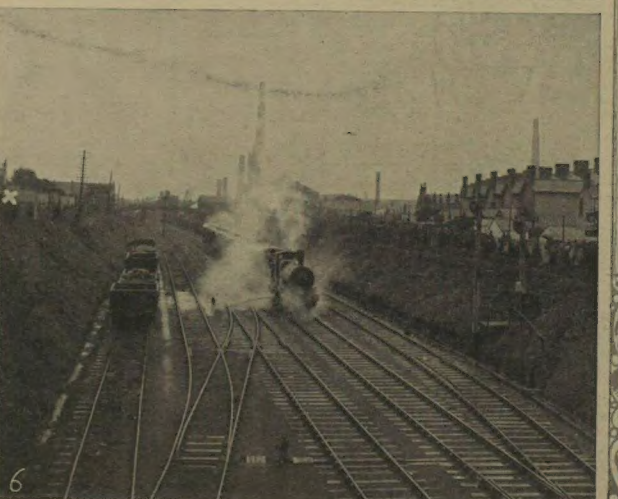
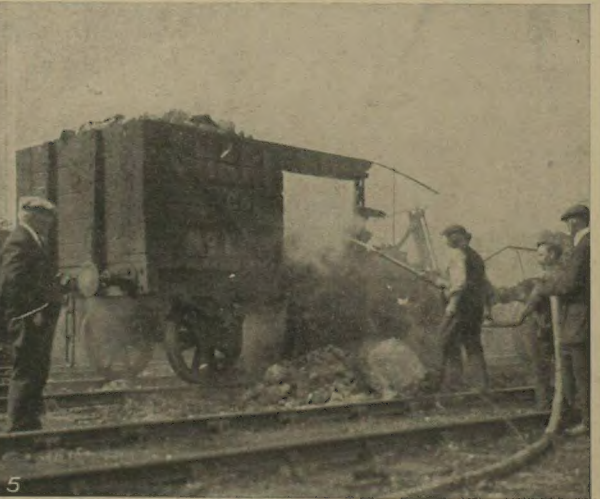
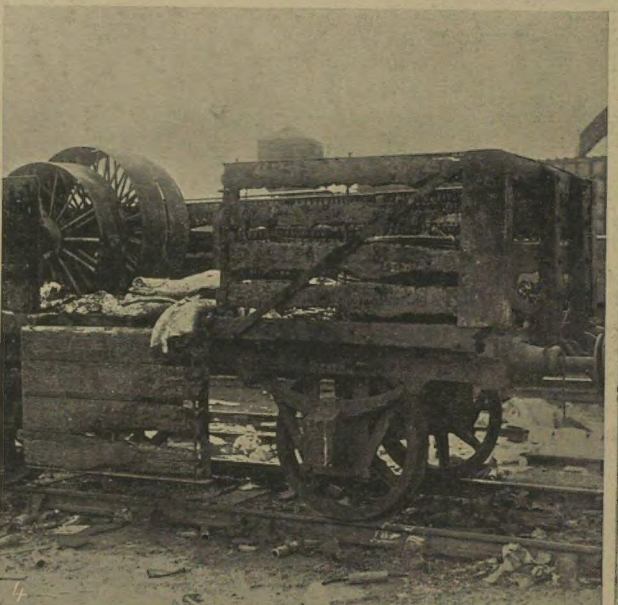
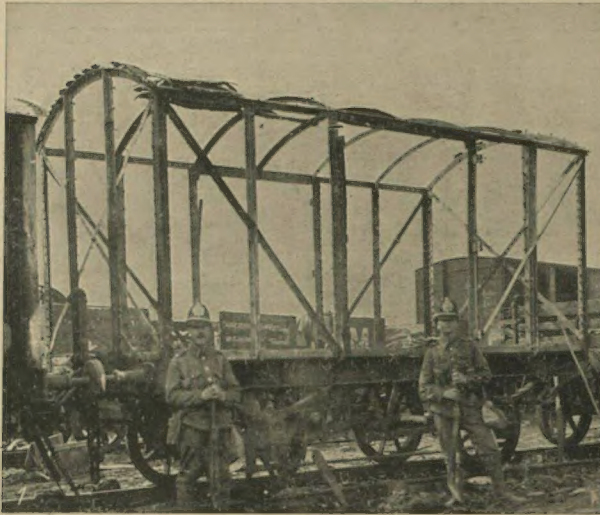
ACTION RESULTING IN TWO DEATHS AND INJURIES TO OTHERS: SOLDIERS FIRING ON THE CROWD.

Pelted with stones and other missiles, the soldiers rushed towards the crowd, but were "dared" to come on. Then Mr. Thomas Jones, J.P., read the Riot Act. The hostility of the mob continued to take such active form that an officer fired into the air, seeking to frighten the demonstrators. This had no effect. Other shots were fired, and these disproved in tragic

manner the apparently common belief that only blank cartridges were being used. A young man sitting on a garden wall fell back into the garden, shot dead, and almost immediately afterwards others fell at the same spot. The crowd then dispersed hurriedly. As we note under other Illustrations, the rioting was begun again after nightfall and ended even more tragically.

WILFUL WRECKING AT LLANELLY: RESULTS OF THE DISASTROUS RIOT.

PHOTOGRAPHS BY EVANS AND ILLUSTRATIONS BUREAU.



1. AFTER THE BLOWING UP OF THE RAILWAY TRUCK LADEN WITH EXPLOSIVES, THE FRAMEWORK OF THE WRECKED TRUCK.
2. EVERY PANE OF GLASS SMASHED BY THE MOB, INSPECTING THE DAMAGED RAILWAY COACHES AFTER THE RIOTING.
3. THE SCENE OF THE TRAGEDIES OF THE AFTERNOON, THE GARDEN IN WHICH TWO MEN WERE SHOT, SHOWING IN THE BACKGROUND THE WALL FROM WHICH THEY FELL.
5. BY THE BURNT GOODS-SHED, MEMBERS OF THE FIRE BRIGADE PLAYING ON A BURNING TRUCK OF COAL.

4. SIGNS OF THE SABOTAGE: THE REMAINS OF ONE OF THE RAILWAY TRUCKS BURNT BY THE MOB.
6. THE TRAIN THE MOB HELD UP; THE SCENE OF THE TROUBLE, WITH (X) THE SPOT AT WHICH THE TWO MEN WERE SHOT.

With reference to certain of these illustrations, the following notes may be made: (1) The cause of all events one of the two explosions which followed the firing of the railway truck was made evident by the presence in and around the wrecked iron coach of pieces

of steel cases which had contained explosives, apparently consigned to some works or colliery in the district. (3) When shot, the two men who were killed were sitting on a garden wall which faces the railway line. On being hit they fell back into the garden.

TRAFFIC AND POWER TROUBLES: AT MANCHESTER AND SHEFFIELD.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



1. WALKING OVER THE RAILWAY LINES AT MANCHESTER: TRAVELLERS ARRIVING AT LONDON ROAD STATION.

The strike at Manchester has been conducted on comparatively orderly lines, but traffic has been much restricted, with the result that the price of food has been rising, causing considerable distress, especially, of course, in the poorer quarters. Rumours were rife, indeed, that before long it would be impossible to get bread. In Sheffield last week there was great excitement, and encounters took place between mob and police, who received reinforcements from Nottingham and the West Riding. The Royal Field Artillery were held in readiness in the

2. ENSURING THE CONTINUANCE OF POWER SUPPLY: SOLDIERS CONVOYING COAL-CARTS AT SHEFFIELD

barracks at Hillsborough. Railway traffic was dislocated by the strike of signalmen, and as early as Tuesday night five hundred Midland guards and shunters had come out. It was from Sheffield that a large number of strikers went over last Saturday to Chesterfield, to incite the Midland men there to leave work. A large crowd attacked the station at Chesterfield, and before long matters assumed such a serious aspect that the Riot Act was read by a magistrate, and the troops charged with fixed bayonets.

SCENES OF DANGEROUS NEGRO RIOTS; AND OF A SERIOUS STRIKE.



1. FOR THE PROTECTION OF THE SEAPORT AND ITS NEIGHBOURHOOD; TROOPS ENCAMPED AT CARDIFF DURING THE LABOUR TROUBLES.

There have been disturbances of a serious nature at Cardiff, as at other places. Last week, for example, some five hundred negro seamen rushed the shipping offices, but, fortunately, were kept in hand by the police. Later, a hundred police found it advisable to charge the

2. MEAT BEING UNLOADED UNDER THE WATCHFUL EYES OF THE LAW AT BIRMINGHAM: POLICE KEEPING THE CROWDS AT THE ENDS OF THE STREETS, AWAY FROM THE MARKET.

crowd, using their batons. Fifteen wounded negroes were taken to the Seamen's Hospital in a railway van. At Birmingham food has been conveyed by mounted and foot police and by soldiers. Traffic was seriously disorganised. Troops were brought to the city from Salisbury Plain.

PHASES OF THE GREAT STRIKES: SCENES IN LONDON AND LIVERPOOL.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU.



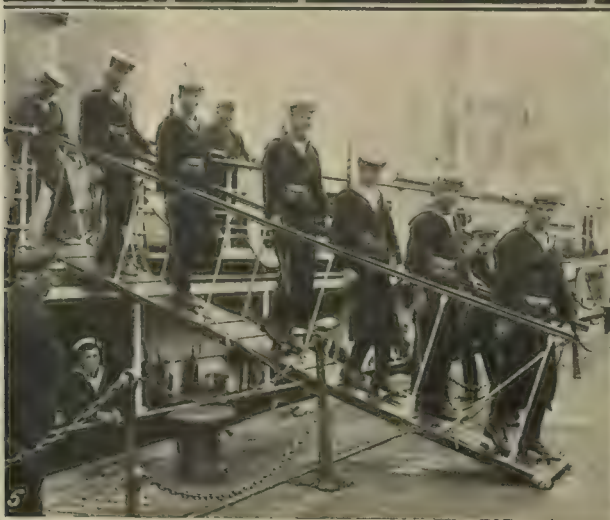
1. RECEIVING THE SIGNS OF THEIR AUTHORITY: TRUNCHEONS AND ARMLETS BEING SERVED OUT TO SPECIAL CONSTABLES AT THE GUILDHALL.
2. SOLDIERS AS PORTERS: THE RAILWAY OFFICIALS RECEIVING MUCH-NEEDED ASSISTANCE AT LIVERPOOL.
3. "UNABLE TO GET SUPPLIES": A BUTCHER'S SHOP AT LIVERPOOL CLOSED ON ACCOUNT OF THE STRIKES.

As we note elsewhere, the response to the call for special constables on the outbreak of the strike was prompt and extensive. Several hundreds had been sworn in by Saturday of 1st week, had received their batons and armlets, and had been instructed in their duties. Happily, their services were not required. With particular reference to the other photographs on this page, we may note that at Liverpool the soldiers were called upon not only to assist

the police and guard the traffic, but also to do the work of porters. The effect of the strikes on the food supply and general retail commerce of the city was convincingly brought home to the people by the appearance outside shops of notices such as that here illustrated, announcing that the premises were closed owing to the impossibility of obtaining supplies. The task of the housekeeper became one of increasing difficulty and expense.

NAVAL FORCE TO PROTECT SHIPPING AT LIVERPOOL.

PHOTOGRAPHS BY TOPICAL G.P.P., L.N.A., AND G.P.U.



1. "TO PROTECT SHIPPING AND FOR OTHER EMERGENCIES"; THE FIRST-CLASS CRUISER "ANTRIM" IN THE MERSEY.

2. AS SEEN FROM THE FERRY BOAT; THE "ANTRIM" AND A TORPEDO-BOAT STATIONED IN THE MERSEY.

3. COMMISSIONED BY THE NAVY AND ARMED WITH MAXIMS; THE DOCKS AND HARBOUR BOARD'S TENDER "GALATEA."

4. THE VESSEL UNDER WHOSE PROTECTION THE SHIPPING AT LIVERPOOL RESTS; THE "ANTRIM."

5. LANDING FOR DUTY AT THE DOCKS; SAILORS COMING ASHORE AT LIVERPOOL.

6. PROTECTING THE "GALATEA"; SAILORS OF THE "ANTRIM" GUARDING THEIR VESSEL'S TEMPORARY TENDER.

At the end of last week it was announced that the first-class cruiser "Antrim" had arrived in the Mersey, and that other war-ships would follow to protect shipping, and "for other emergencies." The "Antrim" anchored off the Prince's landing stage; and the naval authorities commissioned the Docks and Harbour Board tender "Galatea," manning her with a hundred

bluejackets from the "Antrim," and arming her with half-a-dozen Maxims to dominate the landing-stage. It was under the protection of these guns that the "Caronia" and "Celtic" left the Mersey quay the other day with over two thousand passengers and full crews. The "Celtic" had to take back with her the cargo she brought over from New York.

BALL CARTRIDGE AND AN "ARMOURED TRAIN" AT LIVERPOOL.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND C.N.



1. A TRAGIC SEQUEL TO THE SHOOTING IN SCOTLAND ROAD DURING THE ATTACK ON THE PRISON-VANS: THE FUNERAL OF ONE OF THE MEN KILLED DURING THE ATTEMPTED RESCUE OF PRISONERS.

2. LIVERPOOL'S MOVING FORT: THE "ARMOURED" MOTOR FOR POLICE ESCORTING PRISON-VANS AND ENGAGED ON OTHER STRIKE DUTY PASSING ALONG SCOTLAND ROAD.

It will be recalled that on Tuesday evening of last week a determined attempt was made to rescue prisoners being conveyed to Walton Jail, and that it was found necessary to fire on the mob, action which resulted in the death of two men. The funeral of one of these took place on Saturday last at Ford Catholic Cemetery, at Bootle. Coffin and hearse were covered with flowers. An endeavour was made to keep the time of the funeral secret, but this did not prevent the gathering of a considerable crowd, and soldiers and police were cursed freely. With reference to the second illustration it should be noted that the "armoured" motor

shown above was used to convey police rapidly from place to place in Liverpool without unduly exposing them. It consists of a large motor-lorry, around the sides of which are fixed heavy planks, while the aperture in front of the driver is covered with thick steel netting. The driver is thus well protected, for even heavy missiles cannot penetrate this netting. The lorry is not roofed over, but the sides are built high, and the back is so arranged that a number of police can alight quickly for making arrests or performing other of their decidedly onerous duties.

THE "STRIKE TROOPS" IN LONDON: THE LINES OF COMMUNICATION.

PHOTOGRAPHS BY TOPICAL, ILLUSTRATIONS BUREAU, G.P.P., AND NEWS ILLUSTRATIONS.



1. AN ARMY SIGNALLER AT WORK ON THE ROOF OF A RAILWAY VAN; "FLAGGING" "ALL'S WELL" FROM THE BATTERSEA GOODS YARD.

2. KEEPING UP COMMUNICATION BETWEEN THE TROOPS STATIONED IN VARIOUS PARTS OF LONDON DURING THE STRIKE; A SIGNALLER ON CHELSEA BRIDGE.

3. LINKING CAMP TO CAMP; INSTALLING THE TELEPHONE IN HYDE PARK FOR THE TROOPS STATIONED THERE.

4. "FLAGGING" NEWS FROM A SUBURB TO CENTRAL LONDON; A SIGNALLER IN A WILLESSEN STREET.

5. A PUBLIC TELEPHONE BOX PUT TO MILITARY USE; AN OFFICER TELEPHONING TO HEADQUARTERS FROM WATERLOO.

As we have had occasion to remark elsewhere, communication between the various detachments of troops on strike duty was kept up chiefly by telegraph and telephone: "flagging" and heliographing, however, also played their parts in enabling the various commanding officers to keep in touch with each other, and with their subordinates. About thirty thousand

soldiers were encamped at the railway stations, and guarding the lines. London was divided into a western district and an eastern. Lieutenant-General Sir Arthur Paget was in supreme command of the troops brought to London to preserve order; and he placed the western area under the charge of Major-General Lomax, and the eastern area under Major-General Snow.

ON THE HIGHEST SITE IN THE CITY: SIGNALLING FROM ST. PAUL'S DOME.

DRAWN BY OUR SPECIAL ARTIST, H. W. KOEKKOEK.



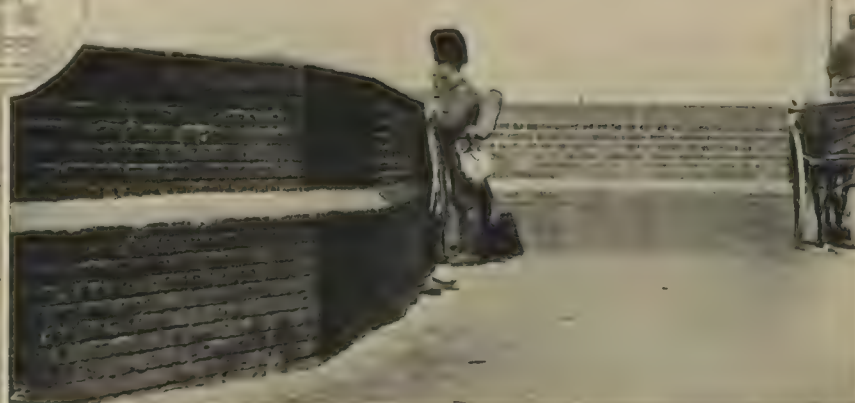
THE GOLDEN GALLERY OF THE CATHEDRAL OCCUPIED BY SOLDIERS: "FLAGGING" MESSAGES TO THE TROOPS STATIONED IN LONDON DURING THE STRIKE.

Communication was kept up between the various detachments of troops on strike duty in London chiefly by means of telephone and telegraph; but, realising the possibility of a breakdown in these services, the military authorities established also a chain of signallers, who conveyed orders from point to point by means of "flag-wagging" and heliographing

in the daytime, and by means of lamps at night. The most remarkable of the improvised signal stations was at the top of the dome of St. Paul's, the men working in the Golden Gallery. The Cathedral, it may be remarked, occupies the highest point in the City, and the dome made, of course, an excellent signalling-station.

LONDON UNDER ARMS DURING THE RAILWAY STRIKE:

PHOTOGRAPHS BY BARRATT, ILLUSTRATION



1. ON SENTRY-GO BEFORE TUNNEL AND SIGNAL-POST: A SOLDIER ON GUARD AT EUSTON.

2. PRECAUTIONARY MEASURES AT ACTON: WATCHING A RAILWAY-BRIDGE.

3. GUARD FOR THE SIGNALMEN: A SOLDIER ON DUTY AT THE SOUTHALE EAST STATION BOX.

On the outbreak of the railway strike, the authorities were very prompt in arranging for the military protection of the various great termini and the other stations, the lines, tunnels, and signal-boxes. Numerous detachments of troops were drafted to London. Fortunately, there was practically no need for their services; but there can be little doubt that the mere fact of their presence and the knowledge that they were armed with ball-cartridges and bayonets, which they would be ordered to use in case of necessity, had a deterrent effect on any riotous element in the population. It is, however, remarkable that, not only in London, but in

GUARDING THE LINE, TUNNELS, BRIDGES. AND SIGNALS.

BUREAU, SPORT AND GENERAL, AND W.G.P.



4. "STRIKE TROOPS" AT STRATFORD: A WELL-PROTECTED SIGNAL-BOX.

5. THE "ELEVATED ELECTRIC" UNDER STRANGE CONDITIONS: A TRAIN PASSING A SENTRY STATIONED AT GROSVENOR ROAD.

6. WITH BAYONET FIXED: A SOLDIER GUARDING THE ROOF SIGNAL-BOX AT EUSTON.

other parts of the country, there was a marked absence of what the French term "sabotage" on the part of the strikers themselves, the disturbances that did occur being mainly the work of hooligans, who are always ready to take advantage of anything that offers an opportunity for lawlessness. Such people are usually quite unconnected with strikes, but welcome any chance of "bawling, hustling and smashing," with perhaps a little looting as an additional attraction. To passengers arriving in London by train during the strike, the strange scenes at the stations under military occupation formed a unique experience.

"I WILL, TO THE BEST OF MY POWER, CAUSE THE PEACE TO BE KEPT AND PRESERVED."

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.



THE CALL TO THE CITIZEN DURING THE RAILWAY STRIKE: SWEARING-IN SPECIAL CONSTABLES AT BOW STREET.

In view of the possibility of disturbances in the streets, the Commissioner of Police for the Metropolis issued the following statement: "In the event of the present serious situation becoming more acute, it may be necessary to secure the services of citizens willing to act as special constables. Volunteers for this duty must be above twenty-one years of age, and would ordinarily be expected to perform duty for eight hours in the twenty-four, but, on occasions, their services might be required for longer periods. As far as may prove practicable they would be employed within reasonable distance of their homes." Then followed a list of police-stations at which the names of applicants would be registered. The City of London police authorities made a similar appeal. The response was splendid, and hundreds of special constables were sworn in on Saturday last; each afterwards receiving a truncheon and two armlets as signs of his authority. By the same evening the news of the cessation of the strike showed that they would not be called upon, at the moment, at all events. In addressing

a number of them on the Sunday, the Lord Mayor said that he might dismiss them from further attendance until after Tuesday, when Parliament reassembled, and, he thought he might say, from all further service, unless eventualities should justify the authorities in specially summoning their attendance. The oath taken by the special constable is: "I —, do swear that I will well and truly serve our Sovereign Lord the King in the office of special constable for the parish of —, without favour or affection, malice or ill-will; and that I will, to the best of my power, cause the peace to be kept and preserved, and prevent all offences against the persons and properties of his Majesty's subjects; and that, while I continue to hold the said office, I will, to the best of my skill and knowledge, discharge all the duties thereof according to law. So help me, God." The penalty for refusing to act as special constable when appointed is a fine not exceeding £5; that for assaulting or resisting a special constable, a fine not exceeding £20 and such other punishment as would be awarded for assaulting any constable.

"EVERY AVAILABLE SOLDIER": THE "STRIKE TROOPS" IN CAMP.

PHOTOGRAPHS BY L.N.A., SPORT AND GENERAL, G.P.P., AND ILLUSTRATIONS BUREAU.



1. ON HACKNEY MARSHES; TIRED TROOPERS BIVOUACKING.

3. ON THEIR WAY TO INCAMP, AT BATTERSEA PARK; GUARDS ON THE MARCH, WITH THEIR CAMP "KITCHEN."

5. THE OLD GENERAL POST OFFICE AS BARRACKS; TROOPS MARCHING IN.

2. IN BATTERSEA PARK; BREAKFAST TIME.

4. IN BATTERSEA PARK; SCOTS GUARDS IN CAMP.

6. IN THE COURTYARD OF THE OLD GENERAL POST OFFICE; TROOPERS GROOMING THEIR HORSES.

It was not necessary to call "every available soldier" to strike duty, as the Government promised they would do to ensure a railway service, but a considerable number of troops were utilised, nevertheless. A rough estimate placed those in camp in London as 4000 in Victoria Park, 4000 in Battersea Park, 3000 in Regent's Park, 5000 on Hackney Marshes,

3000 in Hyde Park; this, to say nothing of those at the Tower, in the old General Post Office, in barracks, and in other buildings. The men wore their helmets or their bearskins, with their khaki uniforms, as it was felt that the peaked cap which usually accompanies the "war dress" would be insufficient protection from missiles or from blows.

FIXED BAYONETS AND TWENTY ROUNDS OF BALL CARTRIDGE.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.



GUARDING A GREAT TERMINUS: EUSTON STATION OCCUPIED BY THE TROOPS DURING THE RAILWAY STRIKE.

During the strike many of the great London stations, and some of the smaller, came under the care of the military. Thus it was possible to read of Euston, for example: "Euston—Service much the same as usual. Troops on guard (with fixed bayonets). Each man with twenty rounds of ball cartridge." Fortunately, the speedy termination of the dispute and

the peaceful manner in which it was carried out made the task of the soldiers a great deal easier than it might have been, and they were called upon in most instances to perform no duties more arduous than "sentry-go." Their presence was an indication, however, of what might have happened had the strike continued some days longer.

SCIENCE AND

SCIENCE
JOTTINGS.
TREES IN
THE SEA.

I HAVE been spending a holiday "twixt the Mersey and the Dee," as the phrase runs, which describes the Wirral Peninsula in Cheshire. You leave Liverpool behind you, pass by the Mersey line under the river to Birkenhead, where you tranship to West Kirby by a somewhat primitive line yeelpet the Wirral Railway. If ever Hoylake (which is the adjacent township and one of the Meccas of golfers) and West Kirby are to be exploited as they deserve, then will the Wirral rail be replaced by an electrified system of transit which will



A CURIOSITY OF ROMAN CREMATION: A STONE CIST FOUND AT LINCOLN, WITH A HOLLOW BASIN FOR THE ASHES. Among Roman remains in this country stone coffins and urns for cremated remains are well known, but the stone cist recently unearthed at Lincoln is of an unusual character. It is two feet in length, and has a basin-shaped hollow in which the ashes were deposited. Two tear-bottles were found with it. The cist has been placed in the county museum at Lincoln.

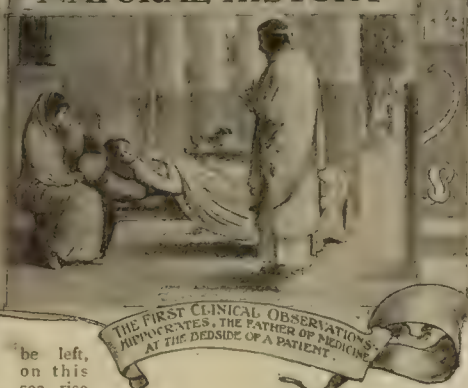
village, half a mile off, and to Caldy village, a little further on, and then across fields of heather that glow with a purple deeper than one sees elsewhere. But yesterday I lit upon something which interested me even above the fair face of nature in this land of peace. A friend told me of a submerged forest which was to be seen at the Meols end of the long promenade which, with a break, extends from West Kirby to Hoylake and beyond.

I made inquiries regarding this sea-forest before I set forth on my journeyings. With an instinct born of past experience, I interviewed several dwellers in the place. Three knew nothing of the wonder at their doors. The fourth, a cabman—usually a reliable source of general topographical information—said he did not know what I meant by a submerged forest, but if I wanted to see trees that grew in the sea he was willing, for a modest consideration, to place his chariot and his Rosinante at my service. The vendors of postcards had never heard of the forest; their stock comprised the local church and the local donkeys on the beach, but the sunken area was to them *terra incognita*.

However, I proceeded to explore, and at Hoylake I discovered two photographs of the forest which I was informed the vendors were glad to get rid of on the ground of no sale being found for them. Thus it happened that one fine afternoon when the tide was out, I leaned over the promenade at Meols and saw my forest at last.

It extends for fully a quarter of a mile, I should say, along the beach. It lies close inshore. The promenade wall forms its shore boundary, and I suppose it extends for twenty yards or more seawards. The stumps of the trees rooted in the old soil remain. Aged trees many of them must have been, if I may judge from the diameter of the stumps and from the root-extensions they gave off. The soil remains black and peaty still. The wood of the stumps is rotting away. You can break off pieces with ease, for there is no petrification represented. A curious sight this of the old forest in the sea, paralleled by similar forests in Mount's Bay, at Pevensay, and in other parts of our coast lines. The popular idea of the forest's decay is that the sea came up and overflowed the land. This, of course, is an absurd notion, for a rise of sea in the

NATURAL HISTORY

be left,
on this
sea-rise
theory,

in the dilemma of explaining at near points a rise of sea in one place, and close by a recession of the waters as well.

I cannot say anything regarding the age of the submerged forest at Meols; but it is evident that it is, geologically speaking, not an ancient one. Still, things that are geologically recent may be, and are, very old judged by ordinary chronology, which does not apply to geological things at all. Probably, also, at Meols, the



THE BEGINNINGS OF A GREAT RAILWAY BRIDGE: THE 2,000,000-DOLLARS TRESTLE ACROSS THE BAY AT SAN FRANCISCO.

In order to avoid the delay caused by the stop at Oakland, and the transfer of trains to ferries at the point where the Southern Pacific Railway enters San Francisco, it was decided to build a great trestle bridge across the bay at a cost of 2,000,000 dols. Our photograph shows the bridge in course of construction.

enable the Liverpudlians and others to avoid the annoying change of systems in a very short journey. This is what West Kirby and the rest of the Wirral Peninsula have been praying for (not always silently) for many years.

Once at West Kirby, you have Hilbre Island and the Mersey on one side of you, and on the other the estuary of the Dee. From the window, as I write, I see a long stretch of Welsh coast. Mostyn ironworks discharge a smoke cloud in season and out. Over the headland where the Point of Air light twinkles nightly in company of its neighbours, you may catch a glimpse of the Llandudno headland. On the horizon the big steamers pass and repass, making for the Mersey Bar or for the sea. In front of us is the marine lake, and beyond it the Dee waters, where at full tides the white-winged yachts fly over the sea.

West Kirby deserves to be exploited. In winter it is a typical mild resort, but even in the dog-days, as I write, there is no oppressive heat, and the sea-breeze refreshes us as with a tonic hour by hour. The Hydro Hotel, where I reside, faces the sea—a comfortable hostelry. I take my walks abroad to the old-world



THE FIRST POST-OFFICE ON WHICH A WIRELESS-TELEGRAPHY STATION HAS BEEN INSTALLED: THE POST-OFFICE AT SWINEMÜNDE.

Swinemünde, the German town which has been much mentioned in connection with the Franco-German negotiations, has also the distinction of being the first place where the post-office has been fitted with a wireless-telegraphy station. This is now in working order, and the photograph shows the receiver on the roof.

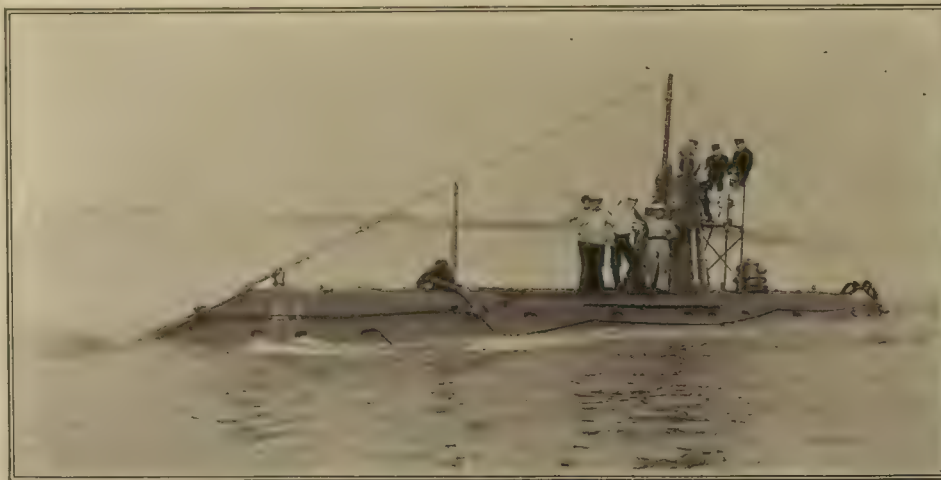
sinking of the coast which brought the forest within the grip of the sea was not of great extent. The coast-line is not high. It consists of raised beaches or silted-up

areas, and so possibly we get alternations here of the slow movements of land with which the geologists are familiar. They are everyday details of the earth's crust. They occur at a slow rate, perhaps an inch or two in a century, or perchance they may take place more quickly, but still in slow measure, humanly calculated. These land-movements are part of the legacy which a cooling earth bequeaths to its crust. The submerged forest is a result of slow subsidence; the earthquake is a quick movement due to a similar cause. Tennyson, in the spirit of the true poet, embodied the story of this and all other forests when he says—

There rolls the deep where
grew the tree.
O Earth, what changes
hast thou seen!
There, where the long
street roars, hath been
The stillness of the central
sea.

And so the old forest to be observed in the sea at Meols may form a text for thoughts about our world and its ways such as may give us to think in days to come.

ANDREW WILSON.



LIFE-LINES FOR SUNKEN SUBMARINES: THE "A1" FITTED FORE AND AFT WITH STEEL HAWSERS.

Experiments have recently been begun at Portsmouth for testing the use of steel hawsers for raising sunken submarines from deep water in the event of disaster. Here we give a close view of Submarine "A1" fitted with such hawsers fore and aft. Two submarines and some dockyard lighters fitted with lifting apparatus were recently sent out to conduct the tests, near the Nab lightship, off the Isle of Wight. The hawsers are fixed round the hull of the submarine, and if it is found possible to lift the vessel to the surface when sunk in deep water and tow it to shallow water, future submarines will doubtless be fitted with steel belts to which lifting apparatus can be attached.

Mersey estuary here would imply a similar rise all round. The waters do not rise locally and remain at the old level elsewhere. As we find raised beaches as often as we discover submerged forests, we should

And so the old forest to be observed in the sea at Meols may form a text for thoughts about our world and its ways such as may give us to think in days to come.

COMMONPLACES MADE ROMANTIC: PLATFORM AND "PICKFORD" GUARDED.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU AND NEWS. ILLUSTRATIONS.



1. THE UNUSUAL AND UNEXPECTED AT A SUBURBAN STATION:
CHANGING GUARD AT CLAPHAM JUNCTION.

Short as it fortunately was, the railway strike afforded, to Londoners in particular, many novel sights and unusual experiences. It is not every day, for instance, that the traveller has an opportunity of witnessing the picturesque military ceremony of changing the guard being enacted on the platforms of Clapham Junction: nor does the man in the street often have the chance of seeing our old friend Pickford going about his peaceful errands under

2. BAYONETS FIXED TO ESCORT A CARRIER'S CARTS: PICKFORD VANS
BEING CONVOYED ACROSS WATERLOO BRIDGE.

armed escort. Tragic as the results of the strike were in some places, in London it had its romantic and even its humorous side. It is to be hoped, by the way, that the friendly foreigner will not be misled into the belief that the Metropolis was under military law, or that the situation was in any way serious from the riot point of view. The use of so many soldiers and police during the dispute might naturally lead the uninitiated to such a deduction.

PROTAGONISTS IN THE STRIKE. COMPANY AND GOVERNMENT OFFICIALS.



1. LORD CLAUD HAMILTON, M.P., CHAIRMAN OF THE GREAT EASTERN RAILWAY.
2. MR. SAM FAY, GENERAL MANAGER OF THE GREAT CENTRAL RAILWAY.
3. COLONEL OLIVER BURY, GENERAL MANAGER OF THE GREAT NORTHERN RAILWAY.
4. GENERAL SIR A. PAGET, RECENTLY APPOINTED COMMANDER-IN-CHIEF IN IRELAND, WHO WAS IN CHARGE OF THE TROOPS IN LONDON DURING THE STRIKE.
5. SIR GUY GRANET, GENERAL MANAGER OF THE MIDLAND RAILWAY, SIGNATORY TO THE SETTLEMENT.

6. SIR JAMES INGLIS, GENERAL MANAGER OF THE GREAT WESTERN RAILWAY.
7. SIR H. LLEWELLYN SMITH, PERMANENT SECRETARY OF THE BOARD OF TRADE, SIGNATORY TO THE SETTLEMENT.
8. THE MILITARY OCCUPATION OF THE LONDON TERMINI: SOLDIERS ON GUARD AT THE ENTRANCE TO EUSTON.
9. MR. SYDNEY BUXTON, M.P., PRESIDENT OF THE BOARD OF TRADE, SIGNATORY TO THE SETTLEMENT.
10. MR. G. R. ASKWITH, COMPTROLLER OF THE GENERAL COMMERCIAL, LABOUR, AND STATISTICAL DEPARTMENTS OF THE BOARD OF TRADE, SIGNATORY TO THE SETTLEMENT.

11. MR. FRANK REF. GENERAL MANAGER OF THE LONDON AND NORTH-WESTERN RAILWAY.
12. MR. WILLIAM FORBES, GENERAL MANAGER OF THE LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.
13. MR. H. HOLMES, SUPERINTENDENT OF THE LONDON AND SOUTH-WESTERN RAILWAY.
14. SIR FREDERICK BARNBURY, BT., M.P., A DIRECTOR OF THE GREAT NORTHERN RAILWAY.
15. MR. G. H. CLAUGHTON, CHAIRMAN OF THE LONDON AND NORTH-WESTERN RAILWAY, SIGNATORY TO THE SETTLEMENT.

The portraits on this page show the chief representatives of the railway companies who took a prominent part in the various conferences before and during the strike, as well as some of the principal Government officials concerned in the negotiations for ending it. Sir Guy

Granet, General Manager of the Midland Railway, and Mr. G. H. Claughton, Chairman of the London and North Western Railway, were the two representatives of the companies at the final settlement, to the terms of which they attached their signatures.

Photographs by Elliott and Fry (Nos. 2, 3, 5, 7, 9, 11, 13, and 15), Swaine, Lafayette, Topical, Kate Pagnell, Henry, and Haines.

PROTAGONISTS IN THE GREAT RAILWAY STRIKE: LEADERS OF THE MEN.



1. Mr. J. E. Williams, Secretary of the Amalgamated Society of Railway Servants, Signatory to the Settlement.
2. Mr. T. Lowth, Secretary of the General Union of Railway Workers, Signatory to the Settlement.
3. Mr. S. Chorlton, Secretary of the United Pointsmen's and Signalmen's Society, Signatory to the Settlement.

4. Mr. A. Fox, Secretary of the Associated Society of Locomotive Engineers and Firemen, Signatory to the Settlement.
5. The Men's Leaders in Conference at Unity House: The Joint Executive Committee of the A.S.R.S., A.S.L.E. and F., G.U.R.W., and U.P.S.S., with Mr. A. Williams, President of the A.S.R.S. and One of the Signatories to the Settlement, in the Chair.

6. Mr. J. H. Thomas, M.P., Assistant Secretary of the A.S.R.S., Signatory to the Settlement.
7. Mr. J. Ramsay MacDonald, M.P., Chairman of the Labour Party, and Chief Intermediary between the Strikers and the Government.
8. Mr. Walter Hudson, M.P., Ex-President of the A.S.R.S., Representative of the Men at a Conference.

On this page we give portraits of the principal leaders of the railwaymen in the great strike, and of some of their Parliamentary spokesmen. It will be remembered that one of the chief things the strikers were contending for was recognition of their unions by the railway companies, and at the settlement railway directors and trade union leaders met in conference for the first

time in history. The settlement provided, *inter alia*, that strikers should be reinstated, that Conciliation Boards should settle questions at present in dispute, and that both parties should assist the Special Commission of Inquiry announced by the Government. The strike leaders expressed satisfaction at the terms on which the settlement was arranged.

Photographs by Elliott and Fry Nos. 1, 4, 7, and 8), L.N.A., C.N., Tiptal, and Swaine.



COLONEL G. HAMILTON-BROWN
("MAORI BROWN"),
Whose Book, "With the Lost Legion
in New Zealand," has been pub-
lished by Mr. Werner Laurie.



DR. DOUGLAS ARTHUR REID,
Whose Book, "Memories of the
Crimean War," has been published
by the St. Catherine Press.
Photograph by Thomson.

At the Sign of S P S

ANDREW LANG ON A FAMOUS SCOTTISH CRIMINAL TRIAL.

elsewhere of one of the most extraordinary criminal trials in Scottish legal history. But I did not, when I wrote, know the strange conclusion a friend learned in these matters has communicated to me.

The question which besieges the mind is: "Could R. L. Stevenson have made a novel out of this terrible affair, or would the facts have proved, as with R. L. S. they sometimes did, rebellious?"

In 1765 died Mr. Ogilvy, Laird of Edenmiln. His youngest brother, Alexander, accused the second brother, Patrick, an officer in the Army, and Mrs. Ogilvy (Katherine Nairn), a bride of nineteen, of having poisoned the laird, to further the purposes of their guilty amour. Alexander himself had recently married the daughter of a porter, and was on ill terms with his brother, the Laird.

The chief witness against the accused was a cousin of the family, Ann Clark, a woman, though her country cousins knew it not, of disgraceful character. Alexander (who knew her only too well) had sent her to plead his cause with his family, and she was a guest at Edenmiln from March 1765 till June, when the Laird died.

By her evidence Patrick and Katherine had led a guilty life since the marriage of the Laird, and Patrick finally sent arsenic to Katherine, where-with she poisoned her husband: her intention she had divulged to Ann Clark, which really does seem incredible. Ann vainly warned the Laird on the night before his death, but he neglected the warning, and took a fatal bowl of tea from his wife on the following morning. There was no post-mortem examination, by the desire, it seems, of Alexander Ogilvy.

A jury found Patrick and Katherine guilty. After several repites, Patrick was hanged, denying his guilt, and Alexander sold the stock of the estate. Katherine was spared till she bore a daughter in February 1766, and three weeks later Katherine, disguised in the clothes of her nurse (who, I presume, remained in the prison-room dressed as Katherine—the old trick), escaped from the Tolbooth, "the heart of Midlothian."

This was in accordance with many precedents, as that of Lord Ogilvy in 1646 and of the Earl of Argyll in 1676, and of James Mor, the father of "R. L. S.'s" Catriona, to mention well-known instances.

In all these cases there was doubtless connivance. In Katherine's the escape was engineered by her uncle, a member of the Scottish Bar, Sir William Nairn, later, as Lord Dunsinnan, a Scottish Judge!

To his house in the Old Town the disguised Katherine steered her way. But, not knowing Edinburgh apparently, she went to the house of Sir Gilbert Elliot of Minto, the Lord Justice Clerk, one of the Judges who had tried her

case. She knocked at the door, and the footman who opened it perfectly recognised her—and directed her to the home of her uncle, Sir William Nairn. Surely this is dramatic and very characteristic of the Scotland of the period! Sir William sheltered her, as the fair lady who shot the Captain, some twenty years earlier, was sheltered at a country house of Scott's kinsfolk, the Swintons, if I remember rightly. Later, Sir William sent his niece, disguised, to Dover, under the convoy of his clerk, worthy man. She slipped over to France, and is said to have entered the religious life, as a nun of I know not what order.

Is this matter for such a novelist as the author of "The Master of Ballantrae"? There are strange characters enough, including that good, innocent old Lady Edenmiln, the mother of those three astonishing brothers; and Stevenson would have been much at home with Sir William Nairn, the loyal uncle. It would be necessary to make out that Patrick, as he declared to the last, and that Katherine were innocent. The learned friend to whom I owe the conclusion of Katherine's story inclines to think that they were not guilty, or not proved guilty, of the murder. Guilt could be heaped up on Alexander Ogilvy, who desired the death of both of his brothers, and on Ann Clark, who certainly was a most repulsive character. If witnesses did not perjure themselves, the unlucky Laird was already very ill—a doomed man, suffering from some internal disease. Put it thus, and perhaps the story is matter for the novelist.

As to Alexander Ogilvy, he was, later, tried, I am informed, on a charge of bigamy, and clearly he was capable of everything.

There is a story which Sir Walter Scott promises, in a note to "Quentin Durward," to tell, but which he left untold. It is that of a person who gave to his father, old Mr. Scott, a dirk with the inscription on the handle, "Better kind strangers than fremit kin" (estranged kinsfolk). The person, says Scott, had good reason to use that proverb. Can he conceivably have been John Murray of Broughton, who, having been secretary of Prince Charles, gave evidence against his comrades? Old Mr. Scott, we know, acted as his legal agent in some matter, and the unhappy man may have thought him a kind stranger.



WHERE LORD LYTTON
WROTE "THE LAST DAYS
OF POMPEII": 31A, HERT-
FORD STREET.

Lord Lytton was born in 1805 and died in 1873. His novel "The Last Days of Pompeii" was published in 1834.



WHERE "SHE STOOPS
TO CONQUER" WAS
WRITTEN: GOLDSMITH'S
CHAMBERS IN BRICK COURT,
TEMPLE.

Oliver Goldsmith lived from 1728 to 1774. His Comedy "She Stoops to Conquer" appeared in 1773.



WHERE
DICKENS
WROTE
"OLIVER
TWIST" AND
OTHER
NOVELS:
36, GREAT QUEEN
STREET,
BLOOMSBURY.
Dickens
lived from
1812 to 1870.
"Oliver
Twist" was
published in
1837.
The L.C.C.
memorial
tablet may
be seen on
the house.



WHERE BOSWELL LIVED, AND SHERIDAN PROBABLY WROTE "THE SCHOOL FOR SCANDAL":
36, GREAT QUEEN STREET.



THE BIRTHPLACE OF BECKY SHARP: 13, YOUNG STREET, KENSINGTON, WHERE THACKERAY
WROTE "VANITY FAIR."

BIRTHPLACES OF GREAT BOOKS: SOME LITTLE-KNOWN SHRINES OF LITERARY PILGRIMAGE IN LONDON.

Probably few of those who pass along the streets of London know that many a commonplace and unassuming old house or shop has once been the abode of genius, and has seen the birth of famous characters in books and plays. With reference to the two lower photographs we may recall the fact that James Boswell lived from 1740 to 1795, and his life of Dr. Johnson was published in 1791. Sheridan lived from 1751 to 1816, and brought out "The School for Scandal" in 1777. Thackeray was born in 1811 and died in 1863. "Vanity Fair" first saw the light in 1848.—(PHOTOGRAPHS SUPPLIED BY MR. WALTER DEXTER.)

THE MILITARY OCCUPATION OF THE STATIONS: "STRIKE TROOPS" ON DUTY.

PHOTOGRAPHS BY TOPICAL, C.N., ILLUSTRATIONS BUREAU, SPORT AND GENERAL, AND G.P.P.



1. UNDER MILITARY PROTECTION; THE ENTRANCE TO THE NORTH STATION AT WATERLOO DURING THE STRIKE.
2. POLICE AS PORTERS; CONSTABLES ASSISTING AT THE REMOVAL OF BULLION FROM EUSTON.
3. LUGGAGE TROLLEYS AS "CAMP-BEDSTEDS"; TROOPS RESTING AT EUSTON.

4. PUBLIC INTEREST IN THE "OCCUPATION" OF EUSTON: SEEKING A GLIMPSE OF THE TROOPS THROUGH A CLOSED GATE.
5. A WAITING-ROOM AS A GUARD-ROOM: A STRIKE SCENE AT CLAPHAM JUNCTION STATION.

The military occupation of the railway stations was as prompt as it was effective. It seemed to surprise the man in the street somewhat, although during the negotiations which preceded the strike Sir Guy Granet had said: "The Government at our conference to-day have undertaken to put at the service of the railway companies every available soldier in the

country. This protection will be given to-night [the 16th]. We have been arranging with the War Office this afternoon where the troops shall go, and everywhere troops are moving this evening to the principal centres in the North of England and in the Midlands to ensure that the railway service shall be carried on."

LADIES' PAGE.

THE beautiful, continuous summer weather has its dark side, like most facts mundane. Many people of sensitive, nervous organisation find it exceedingly difficult to sleep, for one thing; and sleep is essential to a happy and sane state of mind. "When I do not sleep, I feel hunted all next day," said Wilberforce, the anti-slavery advocate. If the deprivation of sufficient sleep becomes a continued habit, so that it deserves to be called insomnia, it is terrible indeed—more so than anybody can imagine who has not suffered the horror. Every anxiety is magnified, every trivial circumstance not exactly to liking becomes an unendurable affliction; past, present, and future are all grievous; and as the slow hours wear on, the tension increases till it is almost unendurable. This way, one fancies, madness lies. To such a state the heat added to life's daily task reduces many delicate-nerved women, and sometimes there is no remedy—certainly it is no true remedy to take sleeping draughts habitually, though now and then, at rare intervals, a little sedative dose may be permitted. However, it is so very dangerous to begin a habit of self-drugging, and it is so sure that if once a sleepless sufferer allows the brain to expect such aid the restoration of natural sleep becomes almost hopeless, that the infliction of short or broken nights ought to be bravely borne as long as possible without recourse to even the comparatively harmless modern drugs that doctors now prescribe, and that are much less evil than the older opiates.

Often, natural sleep will return after prolonged insomnia, quite suddenly and without apparent cause for the amendment. A daily adequately long and sound sleep is a habit, and to break into it is also a habit. It is very useless to try to fret and fume back the good habit; the mental effort has to be to accept the deprivation as patiently and quietly as possible, but at the same time to try all means to produce the desired slumber without irritation at non-success. Even during insomnia the mental state is, to some extent, under control by the consciousness; though it is the comparative loss of that control in the dim borderland through which one must pass to sleep's unconsciousness, when one remains therein and does not achieve the desired complete forgetfulness, that is so dreadful. But in normal condition, some control is possible from the conscious mind even in that intermediate state. The object to seek is that the mind should be, as it were, detached; worrying thoughts and painful memories cannot be violently repulsed, but they can be refused harbour; they can be quietly and at once, as it were, dropped down out of the mind into an abyss of stillness beneath. To help in this psychic process, the muscles of the limbs and the neck should be deliberately relaxed; let the body lie heavily and loosely, letting go of all physical-muscular tension. The effort to do so must not be angry and violent, nor peevish and despairing, and if it cannot be

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done at once, it is best to put all thought of sleep out of the mind for a while, and presently to begin afresh—to try again to release the muscular tension and to empty the mind of thoughts by dropping each thought as it comes down into that deep sea outside the consciousness. Deep breaths will often accompany the release of tension and dropping of thought. Presently, if this detachment of mind and relaxation of muscle can be accomplished, sleep comes unnoticed.

But if this "letting go" cannot be deliberately yet quietly accomplished there are some helps. Stretching high the arms over the head, or (far better) stretching the legs down as far as possible, and then turning up the toes to extend the calf-muscles, is an aid; to do this twenty times over may bring success in muscular relaxation. Then try the simple method said to be the first step in the secret processes of the Indian Yogi—that is, to imagine you watch the breaths flow, a full, placid, light, cool stream, in at one nostril, to expand the lungs, and thence return through the other nostril: if the attention can be thus concentrated on the action of breathing, it will break the tyranny of the conscious thought, allow the brain waves to subside, and the ego to part from its mechanical recording apparatus. Sometimes this change is helped by direct means. A higher or a lower pillow may serve, or a soft light handkerchief, either damped or dry, laid over the eyeballs. To get a light and read for some minutes or half an hour may be what is needed—that was old Samuel Johnson's advice. The book should not be too interesting, yet it should be able to engage the attention. Madame de Staël's "Corinne" long served me as a slumber-song! Then it is most important not to be too cold or too hot, and that is where the difficulty just now comes in—it is so hard to be cool enough when the blinds and curtains that are required to exclude light are in position. More radical—unfortunately often impossible—aids in restoring the habit of sleep are a complete change of circumstances, and a new climate; going a sea voyage or to a high altitude, with new faces and unfamiliar ideas. Egypt is generally beneficial. Medical treatment is altogether out of my province here, of course, but I hope these ideas may prove a help.

During the hot weather the tendency is towards the use of smaller quantities of flesh food, but if this deficiency is not in some way made good, the end of the summer finds us with lowered vitality. A drink which contains all the nutritive elements in the correct quantities demanded by nature to support life and maintain health is Horlick's Malted Milk. Composed of an extract of selected wheat and barley malt, combined with pure Pasteurised cow's milk, it is perfectly digestible, for the starch of the grain is converted into soluble dextrin and maltose, and the casein of the milk is so changed by the process of manufacture that it does not coagulate, as is often the case with raw milk. This preparation only requires the addition of water to form a delicious and sustaining drink for hot weather. FILOMENA.

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THE CHRONICLE OF THE CAR.

BONNIE SCOTLAND, albeit somewhat primitive in the roads which traverse the most picturesque and desirable part of that kingdom from a motorist's point of view, receives a great influx of cars at this season of the year, so that the Scottish Automobile Club has lately been in communication with both the English bodies in reference to complaints relating to the excessive speed of motor-cars touring in Scotland this season. Now, with the exception of certain notorious counties, motorists are, on the whole, very decently treated north of the Tweed, and therefore the Scottish Automobile Club very reasonably expresses the hope that English motorists going North will exercise especial care and consideration not only at bad corners and

but I would suggest that special reference should be made to American tourists using hired cars, who are out to hustle without consideration.

The jump in the price of petrol from 1s. 2d. to 2s. per gallon and more at the first hint of shortage should turn public attention to the unstable position of motor-traction with regard to the fuel at present most in general use. Owing to the absurdly cast-iron restrictions as to its storage—it being impossible to hold anything like a quantity anywhere except afloat or at the waterside—local stocks run out almost immediately, and the now dominating form of road-locomotion is paralysed within twenty-four hours. This question of a fuel-reserve and the method of maintaining it might be taken into consideration by the Royal Automobile Club if the energies of that body are not too much occupied in out-Carltoning the Carlton as a restaurant. A conference with the great importing companies whose interests are bound up in the stability of motor-traction might lead to satisfactory and reassuring arrangements being made.

In my Chronicle of last week I referred to the Ameer of Afghanistan's proposal to macadamise, if not to tarmac, the Khyber Pass; but as that is not likely to obtain for some time, visitors to the forthcoming Durbars who shun long train journeys in India will learn with pleasure that a motor trip from Bombay to Delhi and back by the Grand Trunk Road to Calcutta is quite practicable, and should be most enjoyable. A member of the R.A.C. gives some valuable and interesting information with regard to these trips in the *R.A.C. Journal* of Aug. 18. This member writes:

"Those that bring their cars with them will, I am sure, not only congratulate themselves on their foresight, but will be able to enjoy motoring under the most delightful conditions (save dust, perhaps), and to see with the greatest ease and comfort some of the most exquisite and delightful sights the world can show." This enthusiast continues: "My wife



Photo, Meurisse.

NOT AMPHIBIOUS, AND OUT OF ITS ELEMENT: M. VEDRINES' MONOPLANE BEING TOWED ASHORE AFTER HIS FALL INTO THE SEA AT TROUVILLE.

M. Vedrines, who survived so many perils in the great British air-race and the European circuit, came to grief the other day at Trouville, and had (literally) a spill in the sea among the bathers. He had undertaken to make nine trips from Paris to Trouville as aerial postman, and the mishap occurred on his second journey. His motor suddenly stopped as he was performing evolutions in the air for the amusement of those indulging in *bains de mer*. A boat came to his aid and he was picked up unhurt.

cross-roads, but in the neighbourhood of villages where dust is likely to cause annoyance to the inhabitants. I note the appeal is to English motorists,

ber of the R.A.C. gives some valuable and interesting information with regard to these trips in the *R.A.C. Journal* of Aug. 18. This member writes:



Photo, Jongla.

AMPHIBIOUS, AND IN ONE OF ITS ELEMENTS: THE APPROPRIATELY NAMED HYDRO-AEROPLANE, THE "CANARD."

The "Canard," as its name implies, is of French extraction. It is really more than amphibious, for it can run along the ground as well as proceed in air or water. Its total weight is 850 kilograms. On a trial trip recently it left Issy-les-Moulineaux on its wheels, and later on, dispensing with them, rose over the Seine, and after gliding for some distance along the surface of the water again ascended into the air. The "Canard" has been bought by the Roumanian Government, and has gone to Bucharest.

and I have toured in almost every part of India, from Bombay to Poona, Belgaum, Bangalore, Mysore, Ootacamund, and back to Ahmednagar, and thence to Gwalior, Agra, Delhi, Amballa, and Simla." Truly it sounds glorious.

One earnestly hopes that our manufacturers will make an effort to prepare something special for the race for the O'Gorman Trophy, which will be decided at Brooklands on Oct. 4 next. This event presents no limitations, save that the cars entered must be propelled by internal-combustion engines, the R.A.C. rating of which does not exceed 21-h.p., and the stroke of which does not exceed 121 mm. (4 7/8 in.). No limitation is placed on the description of fuel to be used, or the method of its delivery to the working parts, nor on the employment of auxiliaries in the shape of "boosters," such as compressed oxygen, acetylene, and so on. It will be seen that there are no weight restrictions whatsoever, so that the chassis and racing-body designer may give full rein to his fancy and not be restrained.



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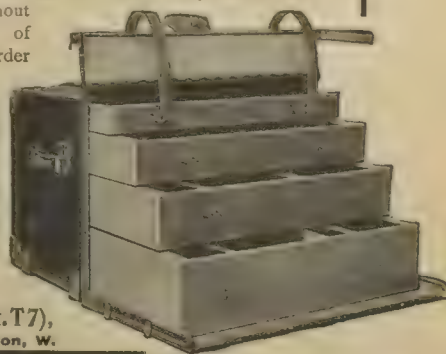
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ART NOTES.

FAILING a cypress and a well-head, nothing would have given such value to the open court at the Victoria and Albert Museum as the fountain set up there to the memory of Mr. Salting. Mr. Fitzhenry, the benefactor who now commemorates another of the museum's good friends, chose his site admirably, and put his fountain into play in time for a season that made its noisy waters particularly welcome. During all this summer of drought no other fountain in London made such a pleasant boast of a profusion of water. Though but small, it contrives to be as loud as those that make a Roman holiday delightful. It has not the torrent nor white waves of the Trevi, nor the vaunting skyward jets of the Tritone; but whether you sit in Sir Edward Poynter's grill-room or in the more silent library you hear the ceaseless voice of Mr. Fitzhenry's generous spouts.

After the small success that has attended the maker of London fountains, one is quick to praise the unusual wisdom of the modern sculptor who, as one supposes, at the first encounter, has triumphed in South Kensington. But, alas! Mr. Fitzhenry's gift brings with it no tidings of a new artist. The fountain comes from Italy, being a copy of one designed by Pietro Tacca for the Piazza of the Annunziata, Florence, in the seventeenth century. Its lines appear, at a second sight, too robust to be the work of a modern chisel; its streams, at a second hearing, sound too lively for a period of patent taps, hidden pipes, and secret cisterns. Water, the carver of rocks and mountains, is constrained, it is true, in the South Kensington fountains, but constrained to the purposes of beauty. The lines of the jets are made to serve the design of the sculptor;

they complete for him the outline of his composition, and so one knows that he worked with the lost cunning of an age more artful than our own.

The decision of the Royal Academy to continue the Winter Exhibitions will receive hearty, but unprofitable, approval. Their end has long been threatened on account of the meagre crowds they have attracted; but were they stopped, there would be an outcry great out of all proportion with the smallness of the attendance.

modern picture leaps into notoriety at Burlington House; an Old Master, be it ever so famous, receives but a cool reception there.

There is, of course, a moment when most famous canvases must be seen by everybody. When "The Mill" was at Burlington House a few years ago it brought no special crowd of its own through the turnstiles; at the proper season it would draw better than a John Collier "problem" or a Laura Knight of the bath. If popular success must be added to the artistic usefulness of the Winter Exhibitions, the Academy should choose its moments as well as its masterpieces: every picture has its day. The deaths this year of Israels and Abbey make the gathering of an interesting collection of modern works particularly easy.

The Allied Artists' Association can boast a number of sales at the Albert Hall. Oils by Mr. James Pryde, Mr. Harold Gilman, Miss Janina Forbes Robertson, and thirty other exhibitors have found buyers. Several water-colours, black-and-white drawings, and sculptures are likewise decorated with the red seals of purchase. E. M.

At East Anglian holiday-resorts the weather recently has been most enjoyable—brilliant sunshine, with a cool and pleasant breeze, and those who are considering their holiday arrangements or contemplating a healthful weekend out of town should not finally decide their plans until they have perused the various guides to the East Coast. Programmes of the travelling facilities

can be obtained gratis at any of the Great Eastern Company's railway-stations or London offices, also upon sending a postcard to the Superintendent of the Line, Liverpool Street Station, E.C.



THE PERILS OF RECENT TRAVEL IN THE NORTH OF ENGLAND: PASSENGERS' LUGGAGE CONVOYED BY AN ESCORT OF POLICE IN LIVERPOOL DURING THE STRIKE.

Our photograph gives some idea of the difficulties, not to say dangers, which those who had the misfortune to be travelling at the time of the strike had to contend with in the disturbed centres of the North. In the absence of porters many people had to deal with their own luggage as best they could. In Liverpool the uncommon spectacle might be seen of luggage-vans being convoyed through the streets by an escort of police.

The recent success of rival exhibitions of the works of Old Masters would seem to prove that the invaluable series organised by the Academy might also, with a Jim Pinkerton upon the Council, be made popular. A

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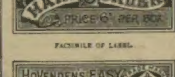
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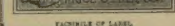
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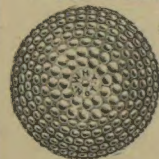
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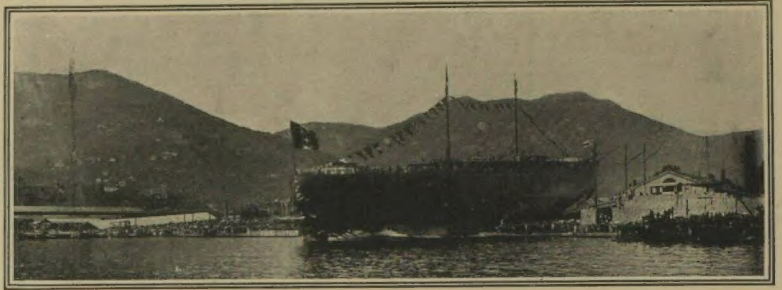
NEW NOVELS.

"The Unknown God." The story in "The Unknown God" (Macmillan) is ragged and unsatisfactory; but these blemishes scarcely detract from the merit of the book, which must be rated as a study from the life of no mean order. Perhaps the vagueness, the disjointed nature, of the incidents that occur in the missionary experiences of Paul Hancock do, in fact, enhance the value of this rather sombre romance: things happen untidily enough in real life, and with as little subsequent elucidation. Mr. Denning's disappearance among the Mohammedan Chinese is odd and (on the surface of it) improbable; but no one who has had even a glimpse of the Far East will deny that improbable things have a way there of defying the laws of chance. It is difficult, though, to avoid quarrelling with Mr. Putnam Weale for the future he has reserved for his young people. If his analysis of Paul Hancock's character means anything, it means that when the emotions of youth are over, the hopelessness of his career as a missionary will weigh with increasing dolour upon him. Neither he nor the lady of his choice will be able, one feels convinced, to endure the labours to which their author calls them;

and it seems a hard-hearted whim that condemns them to labour towards inevitable disillusion. The pictures of life in the Wayway Mission, and of the European settlement, and the vigorous chapter dealing with the river riot, raise Mr. Weale's new book well above the ordinary run of novels. It is worth reading for its knowledge of China alone.

"Double Lives." There is a phrase in Mr. Belloc's "Marie Antoinette" that recurs to the mind in considering Mr. Francis Gribble's

so ably has Mr. Gribble contrived to present their shallow affection, their ignorance, their vulgarity, the bottomless well of their greed. It is a worthless world, and Gabriel



THE LATEST ADDITION TO THE ITALIAN NAVY: THE LAUNCH OF THE NEW ARMoured CRUISER, "CONTE DI CAVOUR," AT SPEZIA.

The new armoured cruiser, "Conte di Cavour," the latest addition to the Italian fleet, was successfully launched at Spezia the other day. The King and Queen of Italy were present at the ceremony.



A FAMOUS HOLIDAY CENTRE OF SWITZERLAND THAT IS ENJOYING A RECORD SEASON: A GENERAL VIEW OF GENEVA, WITH MONT BLANC IN THE BACKGROUND.

The season at Geneva promises to be one of the gayest and most successful on record, many distinguished Colonial visitors having arrived there after the Coronation festivities. The delightful weather has enabled the whole range of Mont Blanc to be seen quite clearly from the lakeside almost every day, and visitors have had an opportunity of verifying the local legend which affirms that the main summit resembles Napoleon's head.

"Double Lives" (Eveleigh Nash). He speaks of Louis XV. as "worn with pleasures of a fastidious kind, and with the despair that accompanies the satisfaction of the flesh." Behind Mr. Gribble's young men and their double lives there seems to flit the shadow of this Nemesis, although the book is pitched in a light key, is studiously flippant, and jealous of its man-of-the-world attitude towards the young scapegraces who caper through the pages. It is a clever and exact study of one or two recognisable types of youth, and of the young women into whose hands they fall as certainly as an apple falls from the tree. Indeed, we are not sure that the young women's portraits do not deserve the place of honour,

Vaughan is too good for it—or, at least, that appears to be his author's opinion, seeing that he is allowed to marry a very nice girl at the exact moment that he ceases to find pleasure in sowing his wild oats.

"Burning Daylight." Superman and superwoman, the beings who are lustier and more vigorous in soul and body than the common herd, have an insistent attraction for Mr. Jack London. He passes on his enthusiasm, even when he scarcely succeeds in making a convincing figure of his hero. "Burning Daylight" (Heinemann) is the life-story of a man who walked giant-wise among the pioneers of the Yukon, made his millions, and, coming down into the world of financiers, challenged and threw them on their own slippery ground. There is nothing inherently absurd, of course, in all this, for the man's big brain and terrific will-power would have driven him to success in any field he chose to enter; but there is something a little out of drawing, a trifle grotesque, in Daylight's virility. He has a queer, paradoxical likeness to those marvellous Guardsmen with whom Ouida once delighted a novel-reading world—magnificent people who could do nothing that was not superlative. Daylight's romance is long a-coming; and it was only when he was an established millionaire that he found his mate. How he won her, and how he scattered his fortune for the sake of a simple happiness, is told by Mr. London with characteristic energy.

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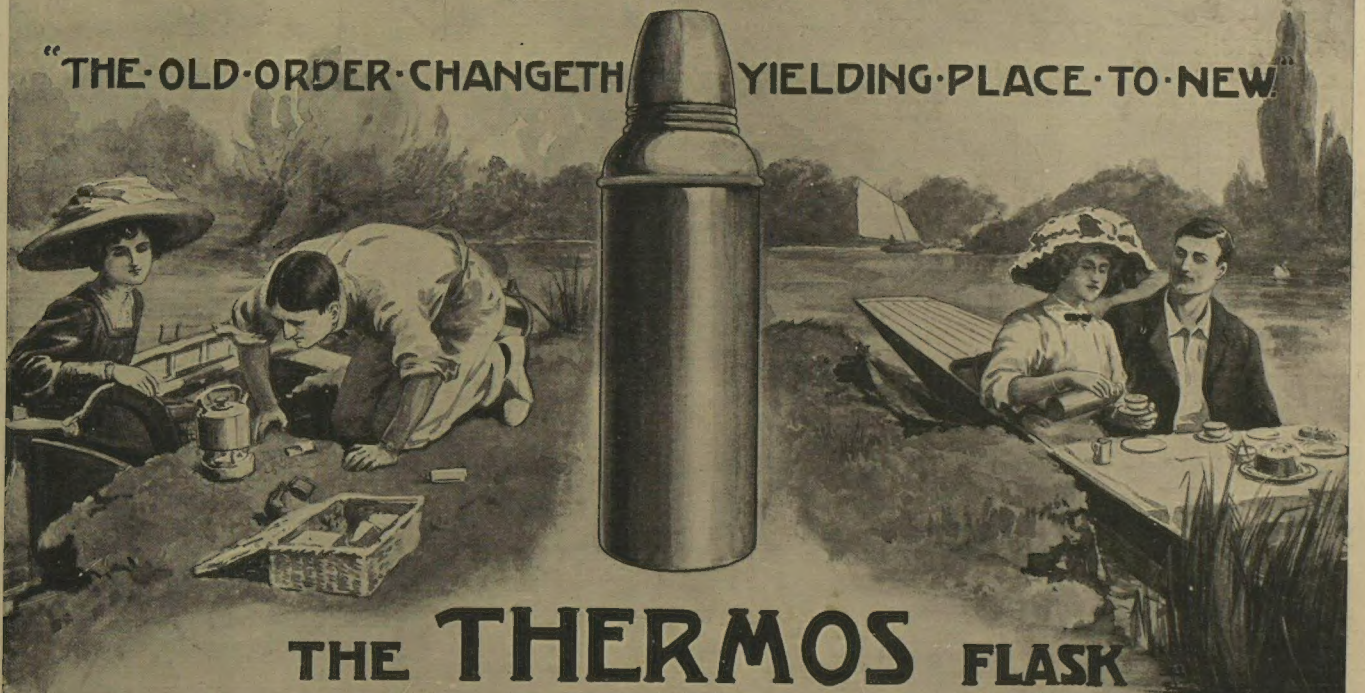
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